

CANNONBALL - HUNT YACHTS



Builder: [HUNT YACHTS](#)

Beam: 11' 0" (3.45 m)

Year Built: 2013

Min Draft: 8' 2" (2.50 m)

Model: Harrier 36 Coupe

Max Draft: 9' 10" (3 m)

Price: \$499,000 USD Subject to change.

[See full listing on our website](#)

Location: Wrightsville Beach, United States

LOA: 36' 0" (11.12 m)

TABLE OF CONTENTS

OVERVIEW	3
SPECIFICATIONS	5
Basic Information	5
Dimensions	5
Speed, Capacities and Weight	5
Accommodations	5
Hull and Deck Information	6
Engine Information	6
GALLERY	7
DETAILED DESCRIPTION	14
CONTACTS	22

OVERVIEW

Crafted in 2013 and bearing the unmistakable C. Raymond Hunt deep pedigree, this 36 foot Hunt combines timeless proportions with modern capability. Maintained for seasonal use only and cherished with evident pride, she presents the light, summer only wear that thoughtful buyers prize—clean, crisp, and immediately commanding.

Her silhouette at the pier is quietly assured: an artful sheer, generous bow flare, and a smoothly faired hull that promises a dry, composed passage. When underway, twin Volvo diesel inboards deliver the smooth, efficient impetus that defines Hunt hulls—rapid to plane, composed in a seaway, and cultured at every engine setting. The helm is confident and natural, with excellent sightlines that invite long coastal runs or brisk hops between harbors.

A broad 11 foot beam on deck imparts the feeling of a much larger yacht, creating a cockpit that accommodates effortless entertaining with ample room to move, dine, and lounge. The forward windshield and surrounding coamings offer protection and reassurance for family and guests, while fiberglass construction throughout ensures durability, low upkeep, and a finish that is straightforward to maintain.

Below, the Hunt Yachts interior is warm and approachable—well scaled cabins, considered joinery, and abundant stowage arranged for practical cruising. A private head increases comfort for weekend stays, supported by a freshwater system sized for extended day boating. With a substantial 250 gallon fuel capacity, this boat delivers enviable range and the freedom to explore distant anchorages or extend familiar cruises. Every detail feels purposeful, elegant, and fundamentally seamanlike—true to the expectations of this storied design lineage.

Situated in the United States and presented as a polished, lightly used example, this Ray Hunt 36 is the ideal summer refuge: generous space,

assured performance, and the enduring confidence of a genuine Hunt deep V hull.

Yacht category keywords: Downeast, Express Cruiser, Sport Cruiser, Coastal Cruiser, Weekend Cruiser, Twin Diesel, Inboard, Fiberglass, Ray Hunt, Deep V, Luxury Dayboat.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
2013

Sub category:
Motor Yacht

Country:
United States

Model Year:
2013

Dimensions

LOA:
36' 0" (11.12 m)

Beam:
11' 0" (3.45 m)

Min Draft:
8' 2" (2.50 m)

Max Draft:
9' 10" (3 m)

Speed, Capacities and Weight

Water Capacity:
50 Gallons

Fuel Capacity:
250 Gallons

Accommodations

Total Heads:
1

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

C. Raymond Hunt

Deck Material:

Fiberglass

Interior Designer:

Hunt Yachts

Hull Configuration:

N/A

Engine Information

Engines:

2

Engine Type:

Inboard

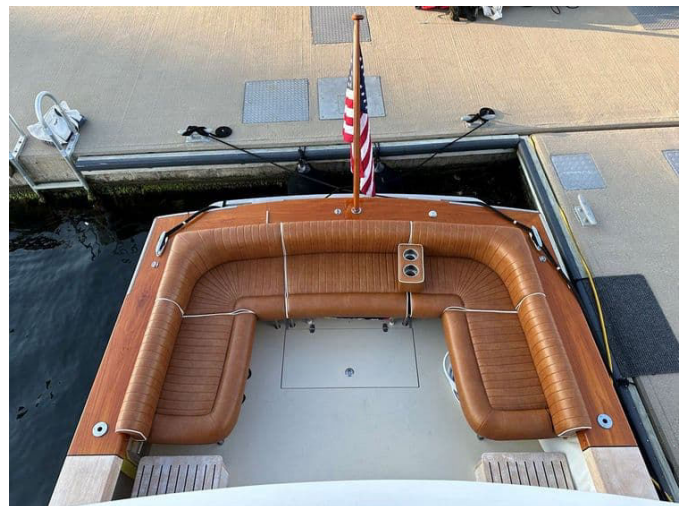
Manufacturer:

Volvo

Fuel Type:

Diesel

GALLERY

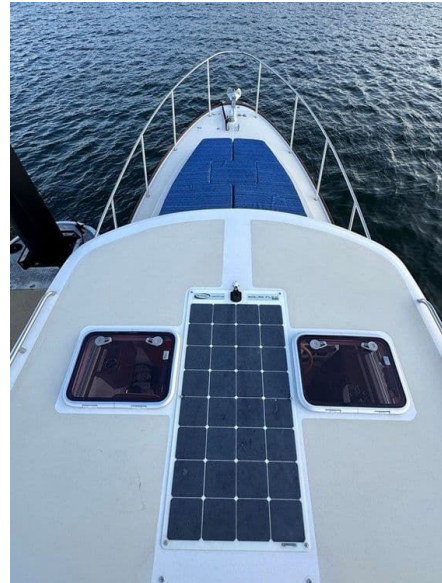














DETAILED DESCRIPTION

Introduction

CANNONBALL is hull number sixteen of only seventeen Hunt Harrier 36s ever built—a rare, highly sought-after icon made all the more collectible because the molds no longer exist. This particular example harnesses twin Volvo 435 hp common-rail diesels, perfectly paired to Hamilton 274 waterjets and complemented by a bow thruster with joystick control, delivering effortless docking, precision low-speed maneuvering, and a true shoal-draft capability that invites you into waters others avoid. Think of it as the aquatic counterpart to a twelve-cylinder grand tourer: abundant, silken power for joyful runs with family and friends, an easy 30–32-knot cruise, and a uniquely waterjet virtue—the ability to stay on plane at a whisper with minimal bow rise and outstanding sightlines for everyone aboard. Nothing rides drier, so the vast, open cockpit is as superb under way as it is at anchor. CANNONBALL has lived her life—save for one year—in New England, run lightly during short summers and cherished under indoor heated storage in the off season. Her second owner elevated the experience with a thoughtful refit that reimagined the cockpit and bridgedeck layout, a transformation so successful it has since been admired and emulated. She is elegantly simple yet comprehensively equipped: air conditioning with reverse-cycle heat below, Garmin navigation at the helm, a double helm and single companion pedestal seat with lifting bolsters, autopilot, bow thruster, and a custom bridgedeck wet bar among the many well-chosen upgrades. The “Coupe” describes her hardtop with sliding side glass windows, its interior beautifully sheathed in teak for a warm, distinctive ambiance. Ventilation is abundant via overhead hatches, the sliding side glass, and aft drop curtains that roll up or remove entirely for an open-air feel—or lower to create a cocoon of protection beneath the hardtop. While day boating

and expansive exterior spaces are clearly the focus—underscored by a remarkably generous ensuite head below—the interior remains delightful and highly functional. A convertible dinette, a proper galley, and a large V-berth with filler to form a truly spacious double make overnights and long weekends a pleasure for a couple or a family with younger children. By every measure, CANNONBALL is the best-running waterjet boat we have had the pleasure to drive—immensely fun at the helm and the perfect choice for beach runs, one-design race chasing, slipping in and out of tight docks at the height of summer, and exploring the shallow, secluded reaches others leave untouched. All of it rides on a true Ray Hunt deep-V hull, renowned worldwide for superior composure in the rougher chops of places like Buzzards Bay and Vineyard and Nantucket Sounds.

Hull

The Hunt pedigree begins with a biaxial E-glass fabric laminate and foam-cored bottom and topsides, vacuum-bagged for optimal strength-to-weight and consistency. A vinylester resin osmosis barrier shields the bottom, while foam-cored E-glass stringers add rigid, long-lived backbone. The bilge is cleanly painted, and the hull wears Awlgrip on the topsides and deck for a deep, enduring gloss. Custom louvered engine-compartment vents are color-matched to the hull, an extruded vinyl sheer guard adds robust protection, and a starboard-side transom door eases boarding and swimming. Inside, a molded fiberglass hull liner refines the finish and simplifies maintenance.

Deck

Purposeful and beautifully executed, the deck is an E-glass foam-cored laminate with molded non-skid that inspires confidence underfoot. A custom

stainless bow rail frames the foredeck, where an anchor locker with drain is molded in and capped by a flush, guttered hatch. Forward hardware includes two stainless steel bow chocks and two 12-inch bow cleats, complemented by four stainless pop-up cleats—two amidships and two aft. The hardtop integrates a fiberglass windshield frame with Solex Glass panels, sliding side glass windows, and overhead hatches, all topped with stainless handrails. Pantograph wipers with washers sweep both port and starboard panes, while U.S. Coast Guard–approved running and anchor lights ensure compliance and clarity. Natural airflow and light abound via one Lewmar opening coachroof hatch with nylon screen in the cabin and another in the head, plus four Lewmar opening portlights with screens. Four Wichard pad eyes on deck stand ready for fender tie-downs, and stainless deck fills service water, fuel, and waste pump-out. Ground tackle is handled by a 12-volt Lewmar windlass with anchor roller, paired with a stainless anchor, stainless chain, and rope rode. Forward of the windshield, two-piece sunbathing pads fit the cabin trunk, stow easily below, and come with a Stamoid cover so they can remain in place on deck. A varnished teak toe rail finishes the sheer, with stainless pop-up chocks forward for tidy line handling.

Cockpit

A vast, versatile cockpit invites easy gatherings, with broad, flat coamings that are as comfortable to sit on as they are sure-footed to step across. A starboard transom door is ideal for both boarding and swimming. The U-shaped settee features bolstered backrests, with a custom ottoman that slides neatly beneath when not in use. Custom teak side boarding step boxes with opening lids conceal practical storage for dock lines, while a tailored canvas bag mounted under the coaming keeps the stern anchor and rode at the ready. The entire cockpit sole lifts out effortlessly for service; twin aft hatches provide quick access to the waterjets and aft bilge, and a single centerline hatch

forward reaches the fuel tank dipstick and sender. Teak coaming boards are varnished to a brilliant finish, with the forward ends left natural for extra grip when side-boarding. Evening ambiance and utility are enhanced by LED strip lighting tucked beneath the coamings to bathe the sole, and there's a hot-and-cold cockpit shower with nozzle discreetly set into the port aft coaming. A custom varnished teak flag staff by Bette Fleming fits a stainless flush socket, with rack storage beneath the starboard coaming and five rod holders set into the coamings for the anglers aboard. A generous teak swim platform with bathing ladder beckons for a dip, while a custom upholstered armrest with cupholders adds a final, thoughtful touch.

Bridgedeck and helm

Long, wide, and laid in teak, the bridgedeck has room for your favorite people—and a few extras—well protected by the windshield, hardtop, and sliding side glass, yet able to open to the aft for warm days and lively entertaining. Twin pedestal chairs anchor the command center: a double at the helm with a custom armrest that accommodates the joystick for the waterjets and bow thruster, and a single companion seat to port; both feature lifting bolsters and height adjustment, with an adjustable footrest for the companion. To port, the dash area includes a teak-framed chart-book locker with a tinted Lexan lid. Outboard of the chair lies a varnished teak shelf with a solid handhold integrated into the fiddle, complete with cupholders and a locker with door beneath. Varnished teak bi-fold, louvered companionway doors secure the interior, paired with a bi-fold teak-and-Lexan sliding hatch top and a heavy-duty magnetic catch. Two overhead hatches in the hardtop and the sliding side glass windows modulate breeze and light to taste. The helm console is a thoughtfully engineered fiberglass pod, hinged along the bottom to swing open aft and grant exceptional access to wiring, steering, and electronics. An outboard varnished pod offers a shelf, fiddle, drink holder, a

dual 12-volt USB port, a recessed cubby, and a handhold, with a 110-volt/12-volt electrical panel beneath behind a sliding Lexan door. At the helm, a built-in natural teak step, a custom teak-and-stainless steering wheel, and a Ritchie compass—both bearing the Hunt logo—underscore the pedigree. Aft to starboard, an L-settee pairs with a gorgeous teak table that folds open and inboard to double its size; across to starboard, a double settee faces a custom teak wet bar capped in Corian, with twin insulated coolers beneath lift-tops and additional drawers and a locker below. Exterior and interior window covers protect the entire windshield when needed. In the hardtop, two low-mounted LED courtesy lights and recessed lights on a dimmer set the mood, while a mast carries radar, VHF antennas, GPS antennas, and a folding steaming/anchor light. A neat pulley at the masthead and a small cleat beneath the hardtop are perfectly placed for flying a burgee.

Interior

Below, satin-finished cherry joinery pairs with a molded fiberglass hull liner and the optional padded vinyl headliner to create a rich, custom ambiance. The forward V-berth is generous and comfortable, with a removable center filler to form a huge double and plentiful storage beneath, accessed by fold-down cherry locker doors or lift-outs below the cushions. Teak joinery flanks the berth with lockers and fold-down doors ideal for clothing and blanket stowage. Underfoot, the cabin sole is a very durable faux teak-and-holly that laughs off wear. Climate control is assured by a 10,000 BTU air-conditioning unit with a large vent in the saloon area and a small 4-inch open/close vent in the head. Natural light and breeze flow through three opening ports and a large Lewmar overhead hatch with screen. Custom natural-teak companionway steps include vents for the AC unit. To starboard, the galley features a Corian countertop, stainless sink, hot-and-cold pressure water, a cutting board in lieu of a stove top, satin cherry lockers above

outboard with a stainless microwave oven, plus a cabinet and drawers below. An Isotherm 12-volt/110-volt stainless refrigerator with a small freezer compartment keeps provisions shipshape. The convertible dinette seats four and transforms into a proper adult berth with a 6-foot-10-inch length, while a “pilot berth” for a child stores outboard and hangs from overhead when deployed. Forward of the dinette on port, a hanging locker with Corian shelf and fiddles partners with a cherry-framed AC vent and shelf above. “Martini glass” reading lights face forward and aft on each side as well as to starboard for the berth, with an additional reading light aft for the dinette and overhead lighting to set the scene. The ensuite head and shower are large, comfortable, and practical, with excellent standing headroom and ventilation from an opening port, overhead hatch, and AC/heat vent. A Corian countertop with satin-finished cherry cabinet storage beneath, stainless sink, and a hot-and-cold faucet/shower head meet daily needs; outboard, satin-finished cherry drop-front lockers organize essentials. The in-floor molded shower pan with automatic drain, a cherry-framed mirror on the aft bulkhead with a chrome towel bar beneath, and a tie-back shower curtain on an overhead track complete the space. The electric-flush head has a Y-valve and macerator pump for offshore overboard discharge, plus an 18-gallon holding tank for in-shore use with deck pump-out. A hot-and-cold pressure water system serves the galley sink, head sink/shower, bridgedeck wet bar, and cockpit shower, supplied by a 6-gallon hot-water heater.

Electronics

At the helm, a Garmin GPSMAP color chartplotter with radar is paired to a 1-kW depth transducer and color fish finder, backed by a GPS antenna and chart chip for confident navigation. Communications run through an Icom M4212 VHF with an optional four-foot high-boost fiberglass antenna. Steering ease is assured with a Garmin GHC10 autopilot, augmented by a SidePower

bow thruster for precision close-quarters handling, and attitude is tuned via a Lectrotab trim tab system.

Mechanical

Performance and poise come from twin upgraded Volvo 435 hp common-rail diesels with electronic throttle and shift and dual Volvo Penta digital gauges. Power flows through ZF marine gears with a 1:51 transmission ratio, and flexible engine mounts quell vibration. Command is tactile and refined via a custom teak-and-stainless steering wheel with the Hunt logo, while side engine exhausts breathe through custom Soundown mufflers. Fuel is polished by Racor 900MA diesel fuel filter/water separators—one for each engine—and a Reverso electric oil change system in the engine room simplifies maintenance for both. Safety is built in with a Fireboy automatic fire-extinguisher system in the engine compartment, and a SidePower 7-inch electric bow thruster is tied into the joystick for seamless low-speed control. For access, electric piston struts raise the entire bridgedeck sole at the touch of a button, revealing a thoughtfully sound-insulated machinery space with composite noise reduction. Overhead lighting in the engine room illuminates every task.

Electrical

Shore power arrives ELCI-protected, with a 30-amp breaker and reverse-polarity indicator. There are two 30-amp, 110-volt dockside inlets: one dedicated to ship's service with its own shore-power cable, and one dedicated to separate air-conditioning operation with its own shore-power cable. An electrical panel manages 110-volt AC and 12-volt DC systems with breakers and a battery condition-and-use meter. Charging is handled by a Charles 30-amp battery charger, while remote battery switches at the helm connect to BlueSeas ML-RB3 solenoid switches in the engine room. BlueSeas automatic

charging relays, also mounted at the helm, optimize battery management. Power storage comes from three AGM 12-volt marine batteries serving engine starts and ship's service, with a 12-volt plug at the helm and a solar panel on the hardtop to keep reserves topped up.

Safety equipment and miscellaneous gear

Prepared and properly outfitted, CANNONBALL includes an AFI 12-volt flush-mount air horn, a stainless bow rail, an engine-room fire extinguisher, a transom boarding step, and a high-water bilge alarm, plus two 2,000 GPH automatic bilge pumps in the engine compartment. Safety apparel and gear consist of four Type II PFD jackets, two portable fire extinguishers, and one throwable floating cushion. Redundancy continues with one 2,000 GPH automatic bilge pump under the cockpit and one 750 GPH automatic bilge pump in the forward bilge. At the helm, a Fireboy remote engine override switch and indicator stand ready. Ground tackle features a 22 lb Delta anchor with 15 feet of galvanized 1/4-inch chain and 200 feet of anchor rode. Dockside, four 35-foot by 1/2-inch braided dock lines and three 8-inch by 20-inch fenders—each with a 3/8-inch braided line—keep things secure. Thoughtful handholds enhance confidence under way: a stainless handrail beneath the side windows on the side deck, stainless handrails above on the hardtop, and curved stainless handrails beneath the hardtop at the aft corners to ease stepping on and off the side decks from the cockpit. There's also a stainless handle on the transom above the swim ladder, and recessed fittings on each side of the cockpit accept a stainless boarding handle.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

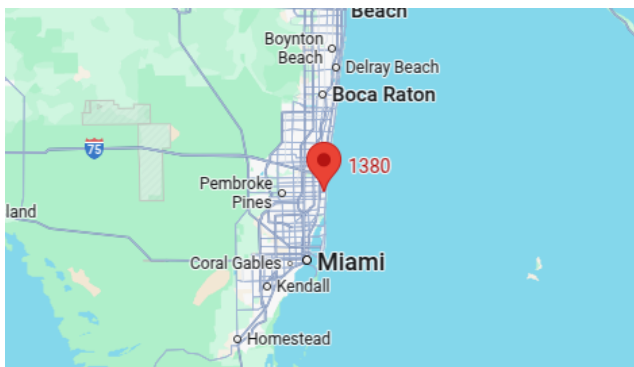
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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